

Interagency Equity Advisory Committee to the:  
California State Transportation Agency;  
California Department of Transportation; and  
California Transportation Commission  
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## Date

Mr. Toks Omishakin, Secretary  
California State Transportation Agency  
915 Capitol Mall, Suite 350B  
Sacramento, CA 95814

Dear Secretary Omishakin:

On behalf of the Interagency Equity Advisory Committee (EAC), thank you for the opportunity to provide input on the update to the Climate Action Plan for Transportation Infrastructure (CAPTI).

The Interagency Equity Advisory Committee is intended to elevate diverse and historically marginalized voices to advise CalSTA, Caltrans, and the California Transportation Commission on how to achieve meaningful outcomes in transportation equity, environmental justice, and equitable economic opportunities, especially as related to transportation planning and programming.

Our priorities in engaging with the CAPTI update are as follows:

- To set concrete goals and guidance to achieve carbon reduction and equity,
- To provide a deep and meaningful understanding of the economic impact on communities of color when discussing transportation investments,
- To integrate housing and land use actions with transportation goals for the purpose of achieving transportation equity, and
- To align and coordinate the goals of the various state agencies involved in climate planning.

To advance these priorities, we offer the following process recommendations to strengthen CAPTI, based on our experiences as equity-centered professionals and community leaders:

- **Streamline and standardize community engagement to ensure reaching groups and cities who have not yet been engaged:** CalSTA should analyze which regions, cities, and area types have had the most direct engagement.

Considering the varying levels of transportation staffing at different cities, many under-resourced cities are likely to not be aware of the CAPTI or receive opportunities for direct engagement. Setting a goal for a certain number of local events each year to capture ideas from under-reached areas would strengthen engagement, build relationships, and improve participation across the state.

- **Dedicate resources specifically for personnel to do community engagement:** Community outreach and engagement is a skill that requires experience and time. It is unrealistic to expect existing staff to be able and capacitated to do this work, especially if they haven't received training. We recommend contracting with community leaders or community-based organizations to do engagement or at least dedicating resources to train or hire people specifically for engagement.
- **Direct funding to community groups working on displacement mitigation strategies similar to those included in the Affordable Housing and Sustainable Communities (AHSC) program.** It isn't always clear to jurisdictions why state programs are asking questions about housing and displacement mitigation strategies with transportation projects. Directing funding to community groups can help increase engagement specifically around the nexus of housing and displacement mitigation with transportation projects.

We also offer the following strategic recommendations:

- **Outline goals to make our transit systems as integrated as the state highway system:** The state should consider how procurement, payment systems, and other operations can be coordinated so that transitions between transit agencies are seamless for the user.
- **Deepen goals for ensuring equity of access, especially for those living in rural areas:** For those who don't drive, there are many important areas that can't be reached because of lack of transit. These should be built on precise definitions of "rural" areas.
- **Equity of fees across the state:** Equity must be embedded with affordability.

Thank you for your consideration of our recommendations. Please contact \_\_\_ directly at \_\_\_ if you have any questions.

Sincerely,

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